

Edited by C. E. T. SCHARPS

Interference with Interstate Traffic Is Another Point

6. The requirement of a power of attorney from non-residents and the imposition of a tax upon non-residents and the requirement that before the highways shall be used by non-residents they shall make application and take out registration, are burdens on interstate commerce which the Constitution of the United States forbids under the Fourteenth Amendment thereof.

SMITH OPENS PLACE FOR BOUR-DAVIS LINE

Merton W. Smith, who recently took on the Bour-Davis car for these parts, has opened a showroom at 225 West Fifty-seventh Street to display this car and the Murray light. Other interests he has in the automobile trade include the representation of the Federal truck and Commerce delivery cars, which will continue to be handled at 136 West Fifty-second Street. He is likely to put up a ten story building for his motor car interests.

Smith has placed a large order for Bour-Davis cars—500 the first installment—and expects them to go well in his territory.

This is certainly putting an automobile well above the reach of the general public. The car, which belongs to Arthur A. Pillsbury, a California photographer, is shown here on the extreme edge of Overhanging Rock, at Glacier Point, in the Yosemite National Park. It is 3,240 feet to the valley below, an

Can Be Run with Less Inflation, Another Advantage

In practice the tire companies disregard the main diameter and figure carrying capacity on the cross section basis.

A recent table of the Goodyear company shows for each section diameter the smallest carrying capacity a wheel and also the largest capacity, the largest capacity in each case being just twice the smallest. The average

man would assume that the proper use of such a tire would be midway between these extremes, but this has not been the practice of most automobile manufacturers. They have put upon the tire the greatest weight that it would stand up under, and their practice in this respect is reflected in the tires, which, at least in some instances

Furthermore, the oversize not only does not need but in fact should not be inflated more than about two-thirds of the regular size, and will stand up sufficiently well on an inflation that can be given with a hand pump, which would be entirely inadequate even for temporary use with a regular size tire. Those who have had experience know that it is the last ten or fifteen pounds that it is so hard to get into the tire. When the inflations range from seventy to ninety pounds they become increasingly difficult even with an engine-driven pump, and any defects in the

pump or the pipe line become annoyingly apparent. The highest pressure usually also tend to work their way out of the tubes, so that frequent pumping is necessary, whereas the oversize, being moderately pumped, not only remain longer in the tubes, but also tend to fall below the intended minimum.

Disregarding the question of the main diameter of the tire, but taking into consideration not only the new weight of the car but the weight of the water, oil and gasoline in the tank, and the weight of the passengers, and dividing this among the four wheels according to the proportion which each will carry, the recommended weight for cross section diameters of tire, together with the corresponding inflation pressures, as shown by the above mentioned tire wear company diagram, are as follows:

Size of cross section.	Inflation.	Carrying capacity per wheel.
3 1/2 inch.....	45 pounds	275 pound
4 inch.....	50 pounds	315 pound
4 1/2 inch.....	60 pounds	350 pound
5 inch.....	65 pounds	375 pound
5 1/2 inch.....	70 pounds	425 pound
6 inch.....	75 pounds	500 pound
6 1/2 inch.....	75 pounds	570 pound

These inflations may be permitted to

able trouble in arranging for its being put upon the wheel. Fortunately, the makers generally hold to the even numbered diameters, 32, 34 and 36, and generally there is no difficulty in arranging for the next size larger in case of emergency.

It will be seen by the above that the word "oversize" is a misnomer, the so-called oversize being actually the proper size of tire, which we may hope some day will be regularly installed upon automobiles without the special effort of the prospective purchaser.

Very few manufacturers have actually met the matter as it should be met, the Franklin and Jordan being two of

these. The purchaser should beware of those cars which use the so-called oversize, for there is no guarantee that a 35-42 tire is oversize for the car on which it is placed. It is much more probable that the true oversize for such a car would be 365, and this case may be particularly unfortunate in that the tire seat will not accommodate the true oversize and that some expense must be incurred to obtain it. In such cases it may be well to consider the advantages of substituting wire wheels. While these are not an expensive addition to the car, they certainly add to its safety, particularly in regard to resiliency. This is not so obvious with automobiles, but no one would think of riding a bicycle with wooden spokes.

CHARLES E. MANIERRE.

Alford with Nash Again

W. H. Alford, formerly controller of the General Motors Company, has rejoined his old chief, C. W. Nash as vice-president and controller of the Nash Motors Company, manufacturers of Jeffery motor cars and trucks.

"Wide publicity has been given to the records made by United States Royal Cord tires in road runs, and these records are indeed remarkable," says Roy H. Hooper, vice president of the United States Tire Company. "However, I have received a letter that I consider tells the Royal Cord story from the user's standpoint far more emphatically than I could." Hooper then says:

"I had the pleasure of talking to-day with a gentleman who has driven 20,000 miles with Royal Cord tires. Hooper when we were in the States they are still there, while the fabric tires that started on the front at the same time have been resting in the junk yard for some time. You can well believe he was boasting Royal Cords."

Coincident with the announcement by the

The new buildings, four stories in height, will be 500 feet long by 150 feet wide. These buildings will house the final assembly and the trim and paint departments. The new addition will materially increase the Chandler production for next year, which will in all probability reach 30,000 cars during the twelve months period.

The Harroun Motors Corporation announces its intention of making all contracts with dealers for the sale of cars on the one-year term generally in use.

"Ordinarily a dealer's contract is for one year, and the dealer is bound to the car of that period the manufacturer can, if he chooses, place the line with his own brand or another dealer, allowing the second to reap the harvest of all the hard work done by the predecessor, while the latter must start all over again with a new dealer, the manufacturer whom he can represent."

"Owners of cars sold by the first dealer are not to be disturbed in their service, and supplies a condition not favorable to satisfaction for any of the parties concerned."

"The Harroun Motors Corporation will enforce can find dealers worth permanent relationships he prefers to leave such cities and territories until the right dealer can be secured."

A new series of Mercer cars, known as 22-73 models, has just been announced. The streamline effect which has characterized Mercer cars for the last two years is closely adhered to. This company still holds to the manufacture of four-cylinder motors only, its entire effort being concentrated on one type of chassis.

Black walnut panelling is also used back of the front seats on the four-seater passenger sporting model. There are three separate compartments built in under the centre cowl. The middle one is large enough to conveniently carry an average sized suitcase. The others can be used to carry miscellaneous items.

The raceabout model is designed for amateur sportsmen who want a car for either general use or for speed work. This model has a guaranteed speed of one mile in 48 seconds.

The 22-73 series chassis is fitted with a clearcut L-head block type motor. The pump and magnets are driven from the cross shaft in front, leaving both sides of the motor free of incumbrances. Lubrication is by means of a pump, gear driven from the centre of the cam shaft. Oil leads run directly from the pump to all main bearings.

Aluminum plays a part in the construction of the Mercer motor, being used wherever it consistently can be. The crank case and oil pan, as well as the various housings, naturally are of aluminum, and special aluminum pistons are employed.

A compact four-speed gear set is used, direct drive being on fourth speed. A 24 dry plate multiple disc clutch is used, and on all the models is contained within the starting generator housing.

Semi-elliptic springs are used both front and rear on all models. The rear springs are underslung and are directly underneath the side rail.

On the touring and runabout model regular standard artillery type wood wheels are used. On the sporting and racabout models Ridge-Whitworth wire wheels are used as regular equipment.

Two new Jeffery sedans have been brought out by the Nash Motors Company, of Kenosha, Wis. One feature is the extra large size of the French plate windows. These drop five inches to give ventilation in warm weather and are designed to give good circulation of air without permitting a draft on the heads of the passengers. The rear window measures 31x19½ inches. Divided front seats eliminate the need of fore doors and also do away with the panel between the front window and the rear door. The rear seat is upholstered in velvety and rol curtains on the windows are other details of finish. Another touch is the large dome light in the centre of the top.

The Victoria top for motor cars is coming into more general use. Attached to the new Marmon 40, the closest to a four-passenger roadster, it gives the car a certain distinctive appearance which is not obtainable with the standard form of top. The rear seat passengers are completely protected at the top of the car, and if the weather is pleasant the top can be easily lowered. For driving in stormy weather a storm apron may be extended to cover the front passengers.

One attractive car with this type of top is the new Marmon 40. The top is not standard equipment, but a great many special jobs have been furnished by Marmon dealers who had custom-made tops constructed to meet the requirements of their clients.

Seventeen Companies Are
Newcomers to the
N. A. C. C.

All the space allotted to car exhibitors was taken up at the first drawing. It had been found necessary to take space on the fourth floor usually given to accessory displays in order to accommodate ten makes of cars. When the allotment and drawing took place several weeks ago, ninety-eight makes of cars were assigned space. Of this number, twenty-two were to make their appearance at the national convention in cars that have come upon the market in the last year. The list is:

Main Floor

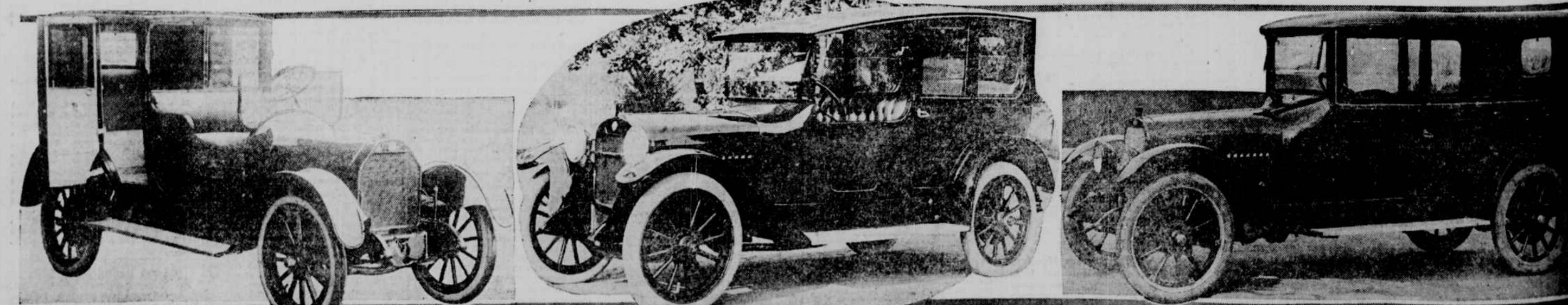
Allen Motor Co., Fostoria, Ohio.
Buck Motor Co., Find, Mich.
Cadillac Motor Car Co., Detroit.
Chalmers Motor Co., Detroit.
Climax Motor Co., Toledo, Ind.
Chevrolet Motor Co., Flint, Mich.
Cord Motor Co., Indianapolis.
Dodge Bros., Detroit.
H. H. Franklin Mfg. Co., Syracuse, N. Y.
Hudson Motor Car Co., Detroit.
Haynes Automobile Co., Kokomo, Ind.
Hudson Motor Car Co., Detroit.
Hudson Motor Car Co., Detroit.
Kling Motor Car Co., Detroit.
Lafayette Motor Co., Detroit, Wis.
Maxwell Motor Co., Inc., Detroit.
Mitsubishi Motors Co., Inc., Madison, Wis.
National Motor Co., Kalamazoo, Mich.
National Motor Vehicle Co., Indianapolis.
Packard Motor Car Co., Detroit, Mich.
Olds Motor Works, Lansing, Mich.
Packard Motor Car Co., Detroit.
Packard Motor Car Co., Detroit.
Paige-Detroit Motor Car Co., Detroit.
Pierce Motor Car Co., Detroit.
Reo Motor Car Co., Lansing, Mich.
Ransom Motor Car Co., Detroit.
F. J. Ruppel Motor Co., Findlay, Ohio.
Singer Motor Corporation of America, Detroit.
Vaux Motor Vehicle Co., Detroit.
Winton Co., Cleveland.

The 1917 automobile salon, the exhibition of high grade motor cars held annually in the grand ballroom of Hotel Astor, will run from January 1 to 10, inclusive.

For the first time in the five years that the salon has been held at Astor, the balcony will also be used for exhibition purposes, there being a marked increase in the number of exhibitors.

Until the allotment of space is made, the number of exhibitors will not be announced, but there will be a dozen or more on the main floor as heretofore and from four to eight exhibitors in the balcony. Tire and accessory exhibitors will be shown in the promenade at the rear of the main floor. The tire makers of high grade tires and American tires will be among the exhibitors. The increase in the number of exhibitors is confined to domestic manufacturers, the European representatives being the same as last year.

At its recent meeting the Automobile Salon, Inc., which conducts this show, elected Emanuel Lascaris, president, and T. E. Adams, vice-president. Robert Schuette, was elected secretary and treasurer, succeeding the late Sten Kjelndsen, and John R. Egan was appointed manager of the show.



This brougham body, specially built for the local Studebaker branch, is found on the four-cylinder chassis.

For those who are interested in limousine bodies, here is one of Charles E. Riess design, mounted on the Hupmobile chassis.

A Springfield sedan, on the Chandler six-cylinder chassis is one of the close car offerings of the Brady-Murray Company.